

# GREAT BATTLESHIPS WILL ASSEMBLE IN NEW YORK HARBOR DURING WEEK

**Jack Ashore From Atlantic Fleet Ships Will Have Greatest Land Fete of His Career; Big Displays.**

**PRESIDENT WILL NOT REVIEW DOGS OF WAR**

**By Evening Herald A. P. Leased Wire**  
New York, Oct. 28.—New York has prepared to entertain for three days this week 20,000 blueshirts on 102 war vessels of the Atlantic fleet ordered earlier for participation in the most ambitious mobilization of fighting craft ever undertaken in this country. In command of Rear Admiral Hugo Osterhaus, all the available ships of the Atlantic squadron begin steaming toward New York harbor last week, and 24 vessels of the Pacific squadron are due at Los Angeles for the west coast naval demonstration there. One hundred and twenty-six in all, they will remain at anchor from today until Thursday, there will be two nights of illumination and Jack ashore will have perhaps the greatest land fete of his career. The number of men due at New York alone surpasses the strength of Shafter's army in Cuba, but even then it is the opinion in navy circles that some of the vessels will be short-handed. It is hoped, however, by emergency measures to meet demands.

Early last week the only three battleships in the Brooklyn navy yard—the dreadnaughts *Utah*, *Delaware* and *Florida*—were grommed for the display, wired for the special illuminations and made ready to swing around the harbor mouth and up into North river. The presidential yacht *Mayflower*, also at the navy yard, has been prepared for the parade and will bob alongside the great battleships, although President Taft, according to his latest plans, will not return from the west in time to review the ships.

Arrangements here call for five and perhaps seven miles of ships, great and small, forming four lines in the Hudson river from West Fifty-seventh street to Fort Washington, or above. The battleships will be 400 yards apart, destroyers 200, smaller torpedo boats and other craft 200. In order that they may be displayed to the best advantage, it was arranged to have the submarines anchored nearest the New York shore. Next in line come the battleships and in the third and fourth columns, nearest New Jersey, the destroyers and torpedo boats.

This long line of 102 vessels, 24 of them battleships, comprising the power of the Atlantic fleet, will have an aggregate tonnage of 577,285 and off Los Angeles the 24 warships will have a tonnage of 116,245, making a grand total of 692,530. Thus, as a national naval display, the mobilization will surpass the German review at Kiel in September, will outdo the French display at Toulon last month and will rank second only to the great array of fighting ships which assembled in the Solent on June 24 during the ceremonies of George V. of England. On that occasion there was a display of 167 British warships and eighteen foreign vessels, and the aggregate tonnage of British vessels alone was more than a million.

The entire fleet which will swing at anchor in the Hudson river until Thursday comprises 24 battleships, 2 armored cruisers, 2 protected cruisers, 22 destroyers, 16 torpedo boats, 8 submarines, 3 torpedo fleet tenders, 4 gunboats, 2 miscellaneous vessels, such as hospital, supply and ammunition ships; 8 colliers, an oil tanker and 3 tugs. Never in the history of the American may have so many warships been thrown together, and to man them requires nearly half the enlisted strength of the entire navy.

It is a serious problem to anchor such an array of vessels in the Hudson without inconveniencing passing commercial craft, but with the positions worked out carefully on a diagram, each vessel slips into its appointed place as quietly as possible.

The flagship Connecticut, which led the Atlantic fleet on its around-the-world cruise, will swing at the head of the column not far from the giant Florida, which makes her appearance in public for the first time. She was only recently put in commission, has not yet had her speed trials, and in participating in the display she leaves the Brooklyn navy yard, where she was built, for her first turn around the harbor.

New York's last great naval demonstration was during the Hudson-Fulton celebration, but the then combined strength of United States and visiting warships does not equal the array planned for the present mobilization. As an experiment of assembling on short notice a great number of ships in fighting trim, it is being watched with interest by naval authorities and may be compared, from a naval viewpoint, to the mobilization of troops at San Antonio during the Mexican insurrection. The problem of moving 20,000 sailors is vastly easier than moving troops over land, however, for the former requires but a shifting of a floating structure with crew, arms and provisions complete, while transporting an army by train is a problem of herculean proportions and perplexities.

As announced by the navy department, the ships to participate in the mobilization here are:

Battleships—Connecticut, Florida, Utah, Delaware, North Dakota, Michigan, Louisiana, South Carolina, Kansas, Vermont, New Hampshire,

Minnesota, Mississippi, Idaho, Missouri, Ohio, Georgia, Nebraska, New Jersey, Virginia, Maine, Iowa, Indiana and Massachusetts.

Armored cruisers—Washington and North Carolina.

Protected cruisers—Salem and Des Moines.

Destroyers—Reid, Flusser, Lamson, Preston, Smith, Drayton, Paulding, McCall, Roe, Perry, Perkins, Mayrant, Stetson, Walker, Warrington, Patterson, Monaghan, Ammen, Burrows, Tripp, Macdonough and Worden.

Torpedo boats—Porter, Blakely, Dupont, Barney, Biddle, Craven, Dahlgren, De Long, Shubrick, Stockton, Timmer, Wilkes, Bagley, Bailey, Stylingham and Morris.

Submarines—Brayton, Bonita, Narwhal, Salmon, Snapper, Stingray, Tarpon and Octopus.

Torpedo boat tenders—Dixie, Castine and Sebec.

Gondolas—Nashville, Dolphin, Petrel and Marretta.

Auxiliaries—Prairie (transport), San Francisco (mine layer), Lebanon (ammunition ship), Panther (repair ship), Mayflower (converted yacht), Yankton (tender), Celtic and Chigusa (supply ships) and Solace (hospital ship).

Cotters—Neptune, Cyclops, Hector, Mars, Vulcan, Ajax, Brutus and Stering.

Oil tanker—Arethusa.

Tugs—Patuxent, Patapsco and Potomac.

Summary: Total displacement:

	Tons
24 battleships	366,884
2 armored cruisers	29,098
2 cruisers	6,826
22 destroyers	15,483
16 torpedo boats	2,934
8 submarines	—
2 tenders to torpedo fleet	5,166
2 tenders to torpedo fleet	4,327
4 gunboats	4,727
2 miscellaneous	46,733
8 colliers	92,938
1 oil tanker	6,159
3 tugs	1,951
102 vessels of all classes	577,285

## MANLIKE BEAST IS TAME MONKEY

**Smokes Pipe, and Eats At Officer's Mess On Board Ship; Does Everything But Talk English Says Mate.**

New York, Oct. 29.—An important member of the crew of the *Inverclyde*, running between New York and Gibraltar is an orang, a monkey-beast, which bears very close resemblance to man. He is called Shipmate, partly because of his sublike ability and partly because of his good nature. He did not do one mean thing on the whole trip from Singapore except to the ship's cat in the Red Sea. The cat took a dislike to Shipmate and one day vented it by scratching him. Shipmate reached out swiftly with one of his abnormally long, red-haired arms and grabbed the cat by the neck. The next instant he was whirling around so swiftly that he looked like a simian pinwheel, and the cat was invisibly on the periphery except as a gray blur. Shipmate ceased suddenly in his gyration and the cat was catapulted into the empyrean. It came down finally and the hole it made in the red sea filled so rapidly that none of the officers was able to mark it. Therefore the grave of the ship's cat is not known precisely. The first officer says he believes the cat struck bottom and stayed there.

Shipmate had the run of the *Inverclyde* and slept where he pleased, which was usually in the coal bunkers. He was put in the officers mess and ate regularly with them, limiting himself to fruit and rice. After meals he smoked a pipe with the rest of 'em, looking so solemn that the officers could hardly smoke for laughing. He also took a pull at the growler of ale when it was passed around and drank Scotch like a native. Charles Hancock, second officer, who had chief charge of Shipmate, said he did everything but talk English. He is immensely cheerful as a rule, but shows symptoms of melancholy when a Japanese poodle, which appears to regard Shipmate as a man, is kept away from him a long time. The poodle has been aboard the *Inverclyde* ever since Shipmate shipped.

Shipmate was brought out on deck yesterday for a sunbath and introduction to the ship news reporters. He looked mighty clean for an anthropoid which had been sleeping in coal bunkers. The first officer said this was because he had just received an oatmeal shampoo. They thought a soap and water washing of the head might give Shipmate a cold and Webster and Hancock fed oatmeal on him effectively. He did not like it at first. Before the shampooing began Shipmate looked as if he were going to play end man in a mineral show. After all the black had been scrubbed off, his red hair had a chance to assert itself. He declined to be interviewed and went down into the galley to help the cook wash the dishes. He likes to do this as it gives him a chance to lick the plates. Shipmate is middle aged (for an orang) and about four feet tall when he chooses to stand up straight.

### FOREST SERVICE CREOSOTES POLES

The forest service is trying an experiment on the coast of treating interior telephone poles with creosote, to determine the practicality of substituting poles of interior wood for those now wearing out, at no greater expense.

The present poles in general telephone use, are nearly all pine or red spruce. The poles which are being treated for use on the service line are of aspen and white fir. Nearly all the good poles have been cut from the Zuni forest, where the line will be located. But there are plenty of the interior woods left. If the experi-

# The Prepay Meter And How It Works

The prepay meter is a straight gas meter with a little side attachment. This attachment has a slot in which you put a quarter (25 cent piece.) Every time a quarter is put in a small wheel sets a catch a certain distance ahead. This catch is what releases the meter when the quarter is put in. A 25 cent piece therefore advances the "catch" far enough so that 166 2-3 CUBIC FEET OF FUEL GAS will pass through the meter to your stove.

As you use the gas in your stove the meter measures it accurately, and the gears revolve until ONE HUNDRED AND SIXTY-SIX and TWO-THIRDS CUBIC FEET have been used in your stove. You can put a great many quarters in at one time and you always get this amount of gas per 25 cents. This allows you to "STORE UP" this service for months.

Keep your gas range connected all winter. It's handy and serves a late breakfast or a quick meal. Isn't this worth 3 cents a day, when you get it back in gas later.

## Phone 98 and the Albuquerque Gas Company Will Call and Explain

## "SKUNKS" IN MAY; PATRIOTS IN OCTOBER EARLY IS SLOGAN

Congressman Henry D. Flood has recently informed us that had it not been for the able and patriotic efforts of Messrs. Ferguson, Jones, Hand and McGill all Democrats, of course, aided and abetted by "bright young lawyer" Hanna, the chances are that New Mexico never would have emerged from territorial bondage and become a sovereign state.

We didn't know that until Mr. Flood told us. In fact we had a sneaking sort of a suspicion that Messrs. Ferguson, Jones, Hand and McGill, when they went to Washington last spring were actuated by motives not entirely unselfish. This suspicion was caused in part by an editorial which appeared in the Journal-Democrat under the date of May 2, which was as follows:

### THE MODUS OPERANDI.

"I will not under any circumstances refer to the fact," said a famous Arizona editor of ye olde times, "that my opponent is a low down skunk, a cutthroat and a horse thief."

This reminiscence of the "Kicker" days is called forcibly to mind by the reading of statements by H. R. Ferguson before the house committee on territories, a copy of the record of the session last week having been received by this paper. The record discloses most beautifully the methods of Mr. Ferguson and Mr. Jones and their compatriots. Protesting in every breath that they didn't want to delay statehood, firmly refusing to say a word if there was any possibility of causing delay, admitting they had no idea whether or not delay was probable, while on their feet with these violent declaimers, they meanwhile took occasion to pour into the ears of the congressmen the whole sad tale, the same old grievance, that the constitution could not be amended, that the people voted for it mainly; that they didn't want it at all; that the election was fraudulent; and that everything was rotten; and to please postpone things for a while until more of their fellow statesmen could arrive.

Mr. Ferguson et al. may have considered this an ingenious method; if they thought it would befit New Mexicans they had a low estimate of the intelligence of the people of the territory.

Under the transparent guise of seeking immediate statehood the gentlemen made a deliberate attack on the whole proposition, with no other possible motive than to delay the admission of New Mexico. The official record exposes this method pitilessly.

"We claim," said Mr. Ferguson, that the election was not fairly conducted, but I do not believe we should back date that—meanwhile seizing every opportunity to reiterate the charge.

Mr. Ferguson's telegram to Summers Harkart of this city said that it was utterly useless to think of getting statehood unless the territory consented to changes in the constitution which he so kindly volunteered to outline. His telegram has already been publicly condemned by a member of the house committee and Mr. Ferguson made profuse explanations. The following statements before the committee shows where Mr. Ferguson got his information that statehood was to be delayed.

"REFLECTING THE WISHES OF NEW MEXICO, without regard to party, we are not here for the purpose of delaying it, but WE HAVE BEEN INFORMED BY THE PUBLIC PRESS LARGELY that there was some objection POSSIBLY to the admission of Arizona under her constitution and it MIGHT be that a contest over that would delay the admission of New Mexico."

Their every statement confessed that as far as congress was concerned they really had no idea whether there was to be delay at all; meanwhile taking occasion to air the whole grievance of the sorority minority with no other possible result than a hope to make a possibly delay a certain delay.

And Mr. Ferguson, et al. stated modestly that they reflected the wishes of New Mexico!

Wouldn't that be you?

## DO YOUR SHOPPING EARLY IS SLOGAN

National Consumers' League  
Organized to Better Conditions  
of Shop Girls; Work  
Assumed Large Scope.

Kansas City, Mo., Oct. 29.—The National Consumers' League was organized in New York City twenty years ago by a group of prominent New York women, who desired to reform certain unfair conditions existing for the women and children employed in New York. Mrs. Frederick Nathan, wife of a New York banker, and Mrs. Kelly were two of the leaders. A little inquiry showed that the girls even in Fifth avenue shops were underpaid and were expected to receive other assistance. The inquiry took them further. They found a condition in the sweatshops that was intolerable. They realized that the only effective protest must come from the consumers, so the league was organized.

"From the beginning our method has been one of co-operation with employees," said a member. "We realized from the first that any given employer is helpless to improve conditions unless sustained by public opinion, by law and by the action of consumers. In behalf of the women employed in the shops and stores we are making a nation-wide campaign for these requests:

"Don't shop after 5 o'clock on Saturday afternoon."

"Don't leave your Christmas shopping until the week before Christmas."

"In New York to help the delivery boys we asked: 'Don't receive packages delivered after six o'clock.'

"To fight sweatshop made goods we asked the league to insist on the consumers' league label when purchasing white goods.

"The consumers' league has extended its work to Europe. In France an effective night has been made for needed workers, and a law was passed prohibiting night work in all the sewing factories in France. In Switzerland it is the workers in the chocolate factories who have attracted special attention. In Germany our work has been very effective and along varied lines. We have fought the sale of obscene literature and we have obtained far better working conditions in laundries and bakeries.

"With the backing of the league the better class of employers are glad to improve conditions as far as possible. Organized consumers have the power to obtain everything that is fair and reasonable."

### BOAT TRAIN RUNS INTO LONDON LOCAL

**By Evening Herald A. P. Leased Wire**

London, Oct. 28.—The American boat train which left Euston station at noon today filled with American and other passengers for the steamer *Lusitania*, sailing from Liverpool for New York, ran into a local train at Colwich, about six miles south of Stafford, at 2:30 o'clock.

None of the passengers on the boat train was injured.

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